



DEVAL L. PATRICK, GOVERNOR
TIMOTHY P. MURRAY, LT. GOVERNOR
JEFFREY B. MULLAN, SECRETARY & CEO
LUISA PAIEWONSKY, ADMINISTRATOR



602543-09

December 11, 2009

ADDENDUM NO. 3

To Prospective Bidders and Others on:

IPSWICH
Bridge Replacement Br. No. I-01-007 (Steel)
Route 1A (High Street) over the MBTA & B&M Railroads


BIDS TO BE OPENED AND READ: **TUESDAY, DECEMBER 15, 2009 at 2:00 P.M.**

Transmitting revisions to the Contract Documents as follows:

CONTRACTORS' QUESTIONS:
Attached 3 pages.

Please take note of the above and acknowledge Addendum No. 3 before submitting your bid.

Very truly yours,


Frank Kucharski, P.E.
Construction Contracts Engineer

HKB
cc: Matt Hopkinson, Project Manager

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Responses to Contractor Questions

ADDENDUM NO. 3, DECEMBER 11, 2009

Question No. 4, dated December 8, 2009, from Jack Murphy, McCourt Construction
How do the railroad flaggers and inspectors get paid?

Response No. 4:
MassDOT will reimburse Contractor for railroad flaggers. Cost of Inspectors will not be reimbursed.

Question No. 5, dated December 10, 2009, from Gregory Moakley, N.E.L. Corporation

Item No. 112.01: Demolition of Building or Structure No. 1
There are no special provisions regarding this item. Are there any details to this structure? I.e. What type of foundation does this structure have? Are there any hazardous contaminants in the building structure such as lead or asbestos?

Response No.5:
Item No. 112.01 is a standard item and does not require Special Provisions.
In Sheet 10 of 76 of the Contract Plans, the building, marked as "REMOVE", is also marked as "1 STORY WOOD VEG. STAND" indicating minimal foundation with no anticipation of any hazardous contaminants as lead or asbestos.

Question No. 6, dated December 10, 2009, from Gregory Moakley, N.E.L. Corporation

Item No. 114.1: Demolition of Superstructure and Item 127.1 Reinforced Concrete Excavation:
Due to the sensitive nature of the historic properties, are there any specific means of demolition that the department will not allow on this project? Has the Town of Ipswich set any noise limitations for the prosecution of work?

Response No. 6:
Approval by Engineer and/or Railroad shall not relieve the Contractor from the responsibility of mitigating, at Contractor's cost, any damage (to the railway tracks, any other railway properties, historic structures and other privately owned properties) caused by direct and/or indirect adverse effects of the demolition process.

The Town of Ipswich has not specified any noise limitation at present. However, the Bidders/Contractor should make their own enquiries and cooperate with the Town Authorities to avoid noise and/or any other nuisance that may create inconvenience to people.

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Question No. 7, dated December 10, 2009, from Gregory Moakley, N.E.L. Corporation

Item No. 851- Safety Controls

There are no special provisions for safety controls. How will the contractor be paid for a Special Lighting Unit (Arrow board) and Temporary Illumination at Night (light tower) when the MBTA determines that the demolition and erection procedures must be done during off peak hours (nights and/or weekends)?

Response No.7:

Item 851 is a Standard Item and does not require any Special Provisions. The cost of Special Lighting Unit (Arrow board) and Temporary Illumination at Night (light tower) shall be incidental to Item 114.1 and Item 995.01

Question No. 8, dated December 10, 2009, from Gregory Moakley, N.E.L. Corporation

Item No. 950.3: Temporary Steel Sheeting

On the contract drawings, Temporary Steel Sheeting is shown to be installed parallel with the roadway for the phased demolition of the abutments and piers.

However, Pier 1 is shown to be completely demolished inclusive of the footings. No temporary sheeting is shown on the drawings to protect the railroad during the excavation of these footings.

On page A00805-232, for the MBTA Railroad Operations Directorate, Section VII Temporary Sheeting and Shoring; Item 1. States:

“Sheeting will be required when excavation is inside a line which extends horizontally from 5.5 feet off center line of adjacent track, then on a 2(horizontal) to 1 (vertical) slope. This is known as the zone of influence.”

Since temporary sheeting is shown elsewhere on the contract drawings, did the designer accurately depict the location of the railroad tracks in relation to the existing concrete footings and determine that sheeting is not required?

The bidders are not able to perform a site visit on the track bed since this falls in the Railroad right of way.

Response No. 8:

Item 950.3 is a Lump Sum item that covers the furnishing and installation of sheeting wherever necessary to comply with the real need according to the regulations of the railroad and MDOT for protection of property and safety of the workers and others. The real need shall supersede what is indicated and/or what is not indicated in the drawings.

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Question No. 9, dated December 10, 2009, from Gregory Moakley, N.E.L. Corporation

Item No. 994.01: Temporary Protective Shielding

Does the entire superstructure, including the fascia, required to be shielded before demolition begins or can the shielding be installed in phases per the demolition schedule?

Response No. 9:

The purpose of Item No. 994.01, as stated clearly in the Special Provisions, is “to protect MBTA Railroad property from falling debris during bridge demolition and construction.” The entire superstructure, including the fascia, shall be required to be shielded and approved by the Engineer before demolition begins. If the Contractor wants to install the shielding in phases per the demolition schedule, the Contractor shall have to obtain written approval from the Engineer. Approval by Engineer shall not relieve the Contractor from the responsibility of mitigating, at Contractor’s cost, any damage to the railway tracks and/or any other railway properties caused by falling objects.